

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

AIR FORCE INSTRUCTION 11-103

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Flying Operations

**AIRCRAFT STANDARD UTILIZATION RATE
PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 11-1, *Flying Hour Program*, and AFD 10-9, *Lead Operating Command Weapon System Management*. It describes Air Force aircraft standard utilization (UTE) rate procedures. This AFI establishes the requirement for lead commands to compute a standard UTE rate for each Model Design Series (MDS). It requires all major command (MAJCOM) flying hour program managers to submit UTE rate reports to HQ USAF/XOOT. This AFI explains how to prepare and when to submit reports. MAJCOMs planning to issue supplements to this instruction must submit drafts of the supplement to HQ USAF/XOOT for approval prior to printing and distribution. Address comments or questions on these procedures to HQ USAF/XOOT, 1480 AF Pentagon, Washington DC 20330-1480. Ensure that records created as a result of processes prescribed in this publication are maintained in accordance with AFD 37-1, *Information Management* and AFMAN AFM 37-123, *Management of Records*, and disposed of in accordance with the *Air Force Disposition Schedule (RDS)* located at <https://webrims.amc.af.mil>.

Chapter 1

INTRODUCTION AND COMPLIANCE

1.1. Introduction and Background. The Air Force flying hour program consists of the flying hours necessary to train and develop experienced aircrews to safely operate their aircraft and execute their missions. MAJCOM flying hour programs will be based on peacetime training requirements. The CSAF directed that the USAF establish an aircraft utilization standard. To meet this directive, aircraft standard utilization (UTE) rates will be established for each combat coded aircraft. Additionally, AETC will submit standard UTE rates for its lead command aircraft and alternative goals for other lead command aircraft. The AETC UTE rates will be based on production requirements identified in the Combat Air Forces, Mobility Air Forces, and Low Density/High Demand Programmed Flying Training documents. MAJCOMs that fly similar MDS should have the same UTE rate for core training requirements. Under certain circumstances, user MAJCOMs may develop an alternative UTE goal that is different from the lead MAJCOM standard. Reasons include special mission requirements, crew ratio differences, and aircrew experiencing requirements.

1.1.1. The standard UTE rate is a goal and average for the entire fiscal year. There will often be differences in monthly UTE rate execution as some commands are affected differently by weather, host nation restrictions, or other reasons. Again, the standard UTE rate is a goal to be met by the end of each fiscal year.

1.1.2. Comparing the standard UTE rate to actual execution provides Air Force leadership insight into issues impacting real world training such as contingency support or host nation restrictions.

1.2. Applicability and Compliance. Active Duty, Air Force Reserve Command and Air National Guard will comply with this instruction. MAJCOM Directors of Operations are responsible for MAJCOM UTE rate programs.

Chapter 2

RESPONSIBILITIES

2.1. HQ USAF/XOOT Responsibilities. HQ USAF/XOOT is the office of primary responsibility for oversight of the flying hour program and standard UTE rate procedures. They are the approval authority for MAJCOM supplements and suggested changes to this instruction. HQ USAF/XOOT will coordinate with the user commands any interim (during the fiscal year) lead MAJCOM UTE rate changes, and will serve as the user commands alternative UTE goal approval authority. HQ USAF/XOOT will provide a cumulative quarterly UTE rate execution report to the CSAF and all affected MAJCOMs.

2.2. Lead MAJCOMs Responsibilities. Lead commands for each MDS are identified in AFPD 10-9. MAJCOM flying hour programs will be based on peacetime training requirements. UTE rates are established to support these peacetime training requirements. Use the Single Flying Hour Model in AFI 11-102, *Flying Hour Program Management*, and **Figure A3.1** in **Attachment 3** as guides to determine flying hour/sortie requirements and UTE rates. Lead commands shall:

2.2.1. Establish a standard UTE rate for each MDS. When developing standard UTE rates, lead commands will inform and explain their methodology they used to develop the UTE rate to the user commands.

2.2.2. The UTE rate may change annually based on changes in training requirements. If a MAJCOM identifies an issue that will require a change to a standard UTE rate, notify HQ USAF/XOOT and the user commands to ensure they are aware of any potential impacts. Annually, coordinate and report standard UTE rates to HQ USAF/XOOT and user commands no later than 1 July each year. At a minimum, coordination of this report shall occur at the DOT/A37T level within lead and user commands.

2.2.3. Provide execution reports described in **Chapter 4** of this AFI. Communicate any problems or discrepancies with HQ USAF/XOOT.

2.3. User MAJCOMs Responsibilities. User commands shall:

2.3.1. Use the lead command established standard UTE rates as their goal unless an alternative goal is required due to different crew ratios, specialized missions, or aircrew experiencing requirements. When user commands require an alternative goal different from the lead MAJCOMS standard UTE rate, notify lead command and HQ USAF/XOOT. The alternative goal will be coordinated/approved by HQ USAF/XOOT. Submit alternative goals to HQ USAF/XOOT for approval NLT 1 August for the next fiscal year. HQ USAF/XOOT will advise user commands on alternate goal approval NLT 15 September for the next fiscal year.

2.3.2. Provide execution reports described in **Chapter 4** of this AFI. Communicate any problems or discrepancies with HQ USAF/XOOT.

Chapter 3

STANDARD UTE RATE DEVELOPMENT

3.1. Standard UTE Rate Computation. Use the following formula to develop a standard UTE rate: Total Flying Hour Program Requirements (Sorties or Hours)/Primary Authorized Aircraft (PAA)/12

3.1.1. Standard UTE rates are based on peacetime training requirements. Standard UTE rates are not capacity based.

3.1.2. The UTE rate is based on the number of Primary Authorized Aircraft (PAA) in the President's Budget.

3.1.3. Contingency sorties or other deployments are not considered in the standard UTE rate development/calculation.

3.1.4. Reference AFI 11-102, the Single Flying Hour Model, to define specific MAJCOM total flying hour requirements. Also use **Figure A3.1.** in **Attachment 3** as a guide to help determine MAJCOM UTE rates.

3.1.5. Standard UTE rates may change annually. Proper and early coordination is essential if the UTE rate changes.

Chapter 4

EXECUTION REPORTING PROCEDURES

4.1. Monthly Reporting Procedures. MAJCOMs will submit a monthly UTE execution report to HQ USAF/XOOT by the 20th of each month. Submit the UTE execution data with the flying hour execution report to HQ USAF/XOOT.

4.1.1. Use the following formula to report monthly execution

Total (training and operational) Sorties or Hours / PAA*

* PAA submitted in President's budget

NOTE: Include change in number of aircraft if new aircraft arrive or aircraft are being phased out of the inventory.

4.1.2. Submit a quarterly report with a narrative by MDS that explains cumulative deltas (plus or minus) that are 10% off the lead command standard or user command alternative goal. Deltas less than 10% need not have narratives. This narrative will be a critical part of the UTE analysis process and allows an opportunity to define issues and identify shortfalls that may impact training/readiness. Use the following numbers as alibis in your narrative to identify reasons for deviations.

1. Contingency operations
2. Maintenance problems
3. Weather
4. Deviation planned in program (example, fly less in winter, more in summer)
5. Operation NOBLE EAGLE
6. Decreased aircraft availability
7. Developmental testing
8. Host nation restrictions
9. Funding (explain)
10. Reconstitution
11. Other (explain)

4.1.3. HQ USAF/XOOT will produce a cumulative quarterly report and forward it to CSAF and all affected MAJCOMS. See [Attachment 2](#) for correct UTE report format.

4.2. Summary. The standard UTE rate program is a high visibility program in today's Air Force. The Air Force flying hour program allows the USAF to maintain its readiness and combat capability. Comparing

the standard UTE rate to its actual execution provides Air Force senior leadership a tool to identify training issues or shortfalls ultimately enabling the Air Force to be more combat ready and mission capable.

RONALD E. KEYS, Lt General, USAF
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Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 10-9, *Lead Operating Command Weapon System Management*

AFPD 11-1, *Flying Hour Program*

AFPD 37-1, *Information Management*

AFI 11-102, *Flying Hour Program Management*

AFMAN AFM 37-123, *Management of Records*

Abbreviations and Acronyms

MAJCOM—Major Command. For the purposes of this AFI, includes ANG

PAA—Primary Authorized Aircraft

UTE—Utilization

Attachment 2

UTE RATE EXECUTION REPORT FORMAT

Figure A2.1. UTE Rate Execution Report Format.

HH-60G	UTE (25.6)	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total	Dev Reason
PE	Number of Aircraft	30	30	30	30	30	30	30	30	30	30	30	30	360	
27224F	Hours Flown	730	750	780	791	759	759	801	768	803	759	764	769	9,233	
	UTE:	24.3	25.0	26.0	26.4	25.3	25.3	26.7	25.6	26.8	25.3	25.5	25.6	25.6	

Attachment 3

STANDARD UTE RATE FORMULA

Figure A3.1. Standard UTE Rate Formula

